



# Race Preview

## 2017 UNITED STATES GRAND PRIX

20 – 22 October 2017

After a three-race stint in Asia, the 2017 Formula One World Championship this weekend heads west for the beginning of a run of three events in the Americas, starting with Round 17 at the Circuit of the Americas in Austin, Texas, home of the United States Grand Prix.

Since its calendar debut in 2012, COTA has earned a reputation as one of the calendar's most challenging and exciting circuits. The opening sector begins with a steep, uphill run to the blind Turn 1, a corner rich in possible lines and overtaking opportunities. A good exit from this key corner is crucial for making the most of the high-speed section that follows. Reminiscent of Silverstone's Maggots-Becketts-Chapel complex or Suzuka's Esses, the stretch from Turn Three to Turn Nine at COTA rewards a well-balanced car capable of making the swift changes of direction as efficiently as possible.

Thereafter, the second sector, featuring a long straight ending in the heavy-braking overtaking opportunity of Turn 12, accents power, while the slower corners of the final sector provide a more technical challenge. Finding a set up that meets the demands of the three very different sectors makes COTA as challenging for those in the garages as for the drivers on track.

This weekend, championship leader Lewis Hamilton has the chance to wrap up a fourth world Driver's title. Victory in Japan handed the Mercedes man a 59-point lead over chief rival Sebastian Vettel, with a maximum 100 points available from the final four rounds. Thus, should Hamilton outscore the Ferrari driver by 16 points here he will open an unassailable lead in the Drivers' Championship standings, as he also has eight wins to Vettel's four. Mercedes, meanwhile, can claim a fourth consecutive Constructors' Championship title this weekend.

However, despite recent woes, Ferrari have since the summer break often been a match for the champions on race pace, so though Hamilton is something of a dominant force at COTA, with four wins from five races here, nothing can be taken for granted.



### CIRCUIT OF THE AMERICAS

**Length of lap:**

5.513km

**Lap record:**

1:39.347 (Sebastian Vettel, Red Bull Racing, 2012)

**Start line/finish line offset:**

0.323km

**Total number of race laps:**

56

**Total race distance:**

308.405km

**Pitlane speed limits:**

80km/h in practice, qualifying, and the race

### CIRCUIT NOTES

- ▶ The kerb on the exit of Turn 9 has been replaced by a double kerb through the addition of a 50mm negative section behind the existing kerb.
- ▶ Three additional bumps have been installed downstream of the existing bumps on the exit of Turns 11 and 20.
- ▶ Additional TecPro barriers have been installed in parts of the barriers at Turns 1, 4, 6, 12 and 19.

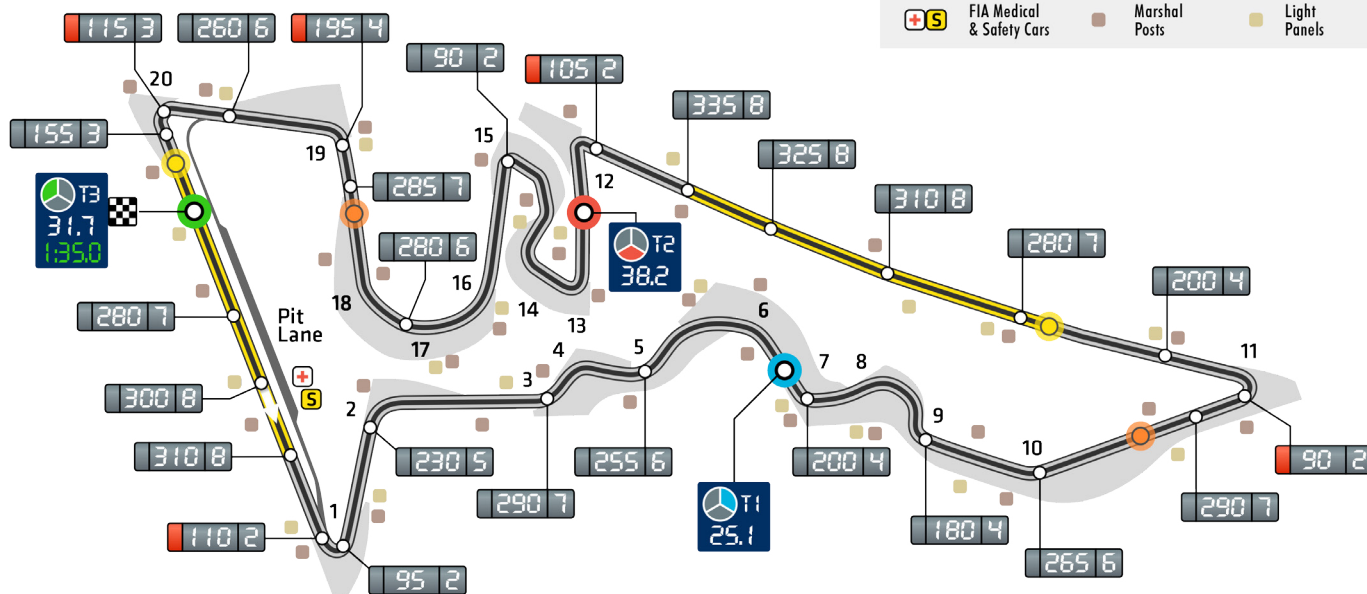
### DRS ZONES

- ▶ There will be two DRS zones at COTA. The detection point of the first will be 150m after Turn 10, with the activation point 320m after Turn 11. The second zone's detection point will be 65m after Turn 18, with the activation point 80m after Turn 20, on the start/finish straight.

<b>ROUND 17</b>	<b>UNITED STATES GRAND PRIX</b>	<b>START TIME</b>	14:00 Local - 19:00 GMT
<b>RACE DATE:</b>	22 OCT 2017	<b>CIRCUIT LENGTH:</b>	5.513KM
<b>CIRCUIT NAME:</b>	CIRCUIT OF THE AMERICAS	<b>RACE DISTANCE:</b>	308.405KM
<b>NUMBER OF LAPS:</b>	56	<b>LAP RECORD:</b>	1:39.347 - S Vettel [2012]

Notes: Lap & Sector times are based upon 2016 Qualifying data  
Gears are approximate based upon 2016 Qualifying data  
Speeds are approximate based upon 2017 Simulation data

KEY			
Speed Kmh		Sector Time	Timing Sector
Braking	105 2	Gear	T3 31.7 Lap Time 1:35.0
	Sector 1		Sector 2
	Sector 3		Circuit
	Start		Finish
	DRS Detection		DRS Activation
	Run-off Areas		FIA Medical & Safety Cars
	Marshall Posts		Light Panels



## FAST FACTS

- This will be the 39th F1 United States Grand Prix and the sixth to be held at the Circuit of the Americas, the race having been hosted at the Austin circuit since 2012. The race has also been held at Sebring (1959), Riverside (1960), Watkins Glen (1961-80), Phoenix (1989-1991), and at Indianapolis (2000- 2007).
- The most successful drivers at the US GP are Michael Schumacher and Lewis Hamilton, with five wins each. All of Schumacher's victories were scored in Indianapolis (2000, 2003-'06). While Hamilton scored his first US GP win in Indianapolis in 2007, he has since won four times in Austin (2012, 2014-'16). Other than Hamilton, only one man has won at COTA – Sebastian Vettel at the wheel of a Red Bull in 2013.
- A win for Hamilton on Sunday would mean Vettel would need to finish fifth or better to keep the title fight alive. Should the Mercedes driver finish second, he will be champion if his Ferrari rival finishes ninth or lower. Should Hamilton become champion elect on Sunday it will be the second time he has wrapped up a title at COTA. Victory in the 2015 United States Grand Prix handed him the title with three rounds in hand.
- Mercedes can also wrap up the Constructors' Championship in Austin. In order to keep the title fight alive, Ferrari must score 17 more points at the Circuit of the Americas than Mercedes. That has happened just once this season, in Monaco, when Ferrari scored 43 points to Mercedes' 18.
- Brendon Hartley makes his grand prix debut this weekend for Toro Rosso. The 27-year-old will be the first New Zealander to race in Formula One since Mike Thackwell at the 1984 Canadian Grand Prix. A World Endurance Championship winner in 2015, a winner of this year's Le Mans 24 Hours and the current WEC series leader as one third of the crew of the #2 Porsche 919 Hybrid, Hartley has also driven F1 machinery before. A former Red Bull Junior, he tested for Red Bull Racing at Jerez in 2008, for Toro Rosso on two days at the same circuit the following December and most recently he tested a Mercedes W03 in 2012 at Magny Cours.
- Five drivers have scored a maiden F1 win at the US Grand Prix. Bruce McLaren won for the first time in 1959 at Sebring, while at Watkins Glen there were first career wins for Innes Ireland in 1961, Jochen Rindt in 1969, Emerson Fittipaldi in 1970, and François Cevert in 1971.
- Ferrari is the most successful constructor at the United States Grand Prix, with nine victories. The Italian team scored three wins at Watkins Glen (1975, '78, '79) and six at Indianapolis, with Rubens Barrichello (2002) adding to Schumacher's tally. The most successful constructors at COTA is Mercedes with three wins, courtesy of Hamilton across the last three years.
- No edition of the US GP at COTA has been won from further back than the front row of the grid. Vettel won from pole in 2012, as did Hamilton last year. The Briton won from P2 in 2012, 2014 and 2015.

# RACE STEWARDS BIOGRAPHIES

## GARRY CONNELLY

**DIRECTOR, GLOBAL INSTITUTE FOR MOTOR SPORT SAFETY;  
DIRECTOR, AUSTRALIAN INSTITUTE OF MOTOR SPORT  
SAFETY; F1, WTCC STEWARD; FIA WORLD MOTOR SPORT  
COUNCIL MEMBER**

Garry Connelly has been involved in motor sport since the late 1960s. A long-time rally competitor, Connelly was instrumental in bringing the World Rally Championship to Australia in 1988 and served as Chairman of the Organising Committee, Board member and Clerk of Course of Rally Australia until December 2002. He has been an FIA Steward and FIA Observer since 1989, covering the FIA's World Rally Championship, World Touring Car Championship and Formula One Championship. He is a director of the Australian Institute of Motor Sport Safety and of the Global Institute of Motor Sport Safety. He is a member of the FIA World Motor Sport Council.



## RADOVAN NOVAK

**SECRETARY GENERAL OF THE ACCR (AUTOCLUB OF THE CZECH  
REPUBLIC); WORLD MOTOR SPORT COUNCIL MEMBER**

Radovan Novak has been actively involved in motorsport since 1963 and rose to become Secretary General of the ACCR in 1990. Since 1991 he has held the role of President of the FIA Central Europe Zone and over the past two decades he has acted as a steward and observer in WRC and ERC rallies, EC autocross and rallycross events and WTCC and GT races. He has been a Formula One steward since 1994. From 1994 to 2006, he was a member of the FIA Off-road Commission and was made a member of the World Motor Sport Council in 1998. In 2000 he became a member of the Sport Commission at the Ministry of Sport of the Czech Republic. An avid racer and co-driver, Novak has won a number of Czech rallying events.



## MIKA SALO

**FORMER F1 DRIVER**

In a racing career now into its third decade, Mika Salo competed in over 100 grands prix between 1994-2002. After junior success in Britain and Japan, Salo made his Formula One debut for Lotus at the last two rounds of the 1994 season. Over the next eight years the Finn drove for Tyrrell, Arrows, BAR, Ferrari, Sauber and Toyota. He twice finished on the podium for Ferrari and scored points for Toyota in the Japanese manufacturer's debut race. Since he called time on his F1 career, Salo has competed predominantly in sports cars, most notably racing in GT classes. He has GT2 victories at both Le Mans and Sebring, and in 2007 won the GT class in ALMS. He has also tried his hand in CART and Australian V8s. Salo is still a familiar face in the Formula One paddock, working extensively for Finnish TV.



## DRIVERS' CHAMPIONSHIP STANDINGS

		AUSTRALIA	CHINA	BAHRAIN	RUSSIA	SPAIN	MONACO	CANADA	AZERBAIJAN	AUSTRIA	GB	HUNGARY	BELGIUM	ITALY	SINGAPORE	MALAYSIA	JAPAN	USA	MEXICO	BRAZIL	ABU DHABI	POINTS
1	L. HAMILTON	18 <sub>2</sub>	25 <sub>1</sub>	18 <sub>2</sub>	12 <sub>4</sub>	25 <sub>1</sub>	6 <sub>7</sub>	25 <sub>1</sub>	10 <sub>5</sub>	12 <sub>4</sub>	25 <sub>1</sub>	12 <sub>4</sub>	25 <sub>1</sub>	25 <sub>1</sub>	25 <sub>1</sub>	18 <sub>2</sub>	25 <sub>1</sub>					306
2	S. VETTEL	25 <sub>1</sub>	18 <sub>2</sub>	25 <sub>1</sub>	18 <sub>2</sub>	18 <sub>2</sub>	25 <sub>1</sub>	12 <sub>4</sub>	12 <sub>4</sub>	18 <sub>2</sub>	6 <sub>7</sub>	25 <sub>1</sub>	18 <sub>2</sub>	15 <sub>3</sub>	NC	12 <sub>4</sub>	NC					247
3	V. BOTTAS	15 <sub>3</sub>	8 <sub>6</sub>	15 <sub>3</sub>	25 <sub>1</sub>	NC	12 <sub>4</sub>	18 <sub>2</sub>	18 <sub>2</sub>	25 <sub>1</sub>	18 <sub>2</sub>	15 <sub>3</sub>	10 <sub>5</sub>	18 <sub>2</sub>	15 <sub>3</sub>	10 <sub>5</sub>	12 <sub>4</sub>					234
4	D. RICCIARDO	NC	12 <sub>4</sub>	10 <sub>5</sub>	NC	15 <sub>3</sub>	15 <sub>3</sub>	15 <sub>3</sub>	25 <sub>1</sub>	15 <sub>3</sub>	10 <sub>5</sub>	NC	15 <sub>3</sub>	12 <sub>4</sub>	18 <sub>2</sub>	15 <sub>3</sub>	15 <sub>3</sub>					192
5	K. RÄIKKÖNEN	12 <sub>4</sub>	10 <sub>5</sub>	12 <sub>4</sub>	15 <sub>3</sub>	NC	18 <sub>2</sub>	6 <sub>7</sub>	NC	10 <sub>5</sub>	15 <sub>3</sub>	18 <sub>2</sub>	12 <sub>4</sub>	10 <sub>5</sub>	NC	NC	10 <sub>5</sub>					148
6	M. VERSTAPPEN	10 <sub>5</sub>	15 <sub>3</sub>	NC	10 <sub>5</sub>	NC	10 <sub>5</sub>	NC	NC	NC	12 <sub>4</sub>	10 <sub>5</sub>	NC	1	NC	25 <sub>1</sub>	18 <sub>2</sub>					111
7	S. PÉREZ	6 <sub>7</sub>	2 <sub>9</sub>	6 <sub>7</sub>	8 <sub>6</sub>	12 <sub>4</sub>	NC	10 <sub>5</sub>	NC	6 <sub>7</sub>	2 <sub>9</sub>	4 <sub>8</sub>	NC	2 <sub>9</sub>	10 <sub>5</sub>	8 <sub>6</sub>	6 <sub>7</sub>					82
8	E. OCON	1 <sub>10</sub>	1 <sub>10</sub>	1 <sub>10</sub>	6 <sub>7</sub>	10 <sub>5</sub>	NC	8 <sub>6</sub>	8 <sub>6</sub>	4 <sub>8</sub>	4 <sub>8</sub>	2 <sub>9</sub>	2 <sub>9</sub>	8 <sub>6</sub>	1 <sub>10</sub>	1 <sub>10</sub>	8 <sub>6</sub>					65
9	C. SAINZ	4 <sub>8</sub>	6 <sub>7</sub>	NC	1 <sub>10</sub>	6 <sub>7</sub>	8 <sub>6</sub>	NC	4 <sub>8</sub>	NC	NC	6 <sub>7</sub>	1 <sub>10</sub>	NC	12 <sub>4</sub>	NC	NC					48
10	N. HÜLKENBERG	NC	NC	2 <sub>9</sub>	4 <sub>8</sub>	8 <sub>6</sub>	NC	4 <sub>8</sub>	NC	NC	8 <sub>6</sub>	NC	8 <sub>6</sub>	NC	NC	16 <sub>13</sub>	NC					34
11	F. MASSA	8 <sub>6</sub>	NC	8 <sub>6</sub>	2 <sub>9</sub>	NC	2 <sub>9</sub>	NC	NC	2 <sub>9</sub>	1 <sub>10</sub>	NC	4 <sub>8</sub>	4 <sub>8</sub>	NC	2 <sub>9</sub>	1 <sub>10</sub>					34
12	L. STROLL	NC	NC	NC	NC	16 <sub>13</sub>	15 <sub>12</sub>	9 <sub>13</sub>	15 <sub>12</sub>	1 <sub>10</sub>	16 <sub>13</sub>	14 <sub>11</sub>	NC	6 <sub>7</sub>	4 <sub>8</sub>	4 <sub>8</sub>	NC					32
13	R. GROSJEAN	NC	11 <sub>12</sub>	4 <sub>8</sub>	NC	1 <sub>10</sub>	4 <sub>8</sub>	1 <sub>10</sub>	13 <sub>11</sub>	8 <sub>6</sub>	13 <sub>11</sub>	NC	6 <sub>7</sub>	15 <sub>12</sub>	2 <sub>9</sub>	13 <sub>11</sub>	2 <sub>9</sub>					28
14	K. MAGNUSSEN	NC	4 <sub>8</sub>	NC	13 <sub>11</sub>	14 <sub>11</sub>	10 <sub>12</sub>	12 <sub>11</sub>	7 <sub>13</sub>	NC	12 <sub>11</sub>	13 <sub>11</sub>	15 <sub>12</sub>	11 <sub>12</sub>	NC	12 <sub>11</sub>	4 <sub>8</sub>					15
15	S. VANDOORNE	13 <sub>11</sub>	NC	NC	14 <sub>11</sub>	NC	NC	14 <sub>11</sub>	12 <sub>11</sub>	12 <sub>11</sub>	11 <sub>12</sub>	10 <sub>12</sub>	14 <sub>11</sub>	NC	6 <sub>7</sub>	6 <sub>7</sub>	14 <sub>11</sub>					13
16	F. ALONSO	NC	NC	14 <sub>11</sub>	NC	12 <sub>11</sub>	16 <sub>13</sub>	9 <sub>13</sub>	NC	NC	NC	6 <sub>7</sub>	NC	17 <sub>13</sub>	NC	11 <sub>12</sub>	11 <sub>12</sub>					10
17	J. PALMER	NC	13 <sub>11</sub>	13 <sub>11</sub>	NC	15 <sub>12</sub>	11 <sub>12</sub>	11 <sub>12</sub>	NC	11 <sub>12</sub>	NC	12 <sub>11</sub>	13 <sub>11</sub>	NC	8 <sub>6</sub>	15 <sub>12</sub>	12 <sub>11</sub>					8
18	P. WEHRLEIN	NC	NC	11 <sub>12</sub>	16 <sub>13</sub>	4 <sub>8</sub>	NC	15 <sub>12</sub>	10 <sub>12</sub>	14 <sub>11</sub>	17 <sub>13</sub>	15 <sub>12</sub>	NC	16 <sub>13</sub>	12 <sub>11</sub>	17 <sub>13</sub>	15 <sub>12</sub>					5
19	D. KVIAT	2 <sub>9</sub>	NC	12 <sub>11</sub>	12 <sub>11</sub>	2 <sub>9</sub>	14 <sub>11</sub>	NC	NC	16 <sub>13</sub>	15 <sub>12</sub>	11 <sub>12</sub>	12 <sub>11</sub>	12 <sub>11</sub>	NC	NC	NC					4
20	M. ERICSSON	NC	15 <sub>12</sub>	NC	15 <sub>12</sub>	11 <sub>12</sub>	NC	13 <sub>11</sub>	11 <sub>12</sub>	15 <sub>12</sub>	14 <sub>11</sub>	16 <sub>13</sub>	16 <sub>13</sub>	18 <sub>2</sub>	NC	18 <sub>2</sub>	NC					0
21	A. GIOVINAZZI	12 <sub>11</sub>	NC	NC	NC	NC	NC	NC	NC	NC	NC	NC	NC	NC	NC	NC	NC					0
22	P. GASLY	NC	NC	NC	NC	NC	NC	NC	NC	NC	NC	NC	NC	NC	NC	14 <sub>11</sub>	13 <sub>11</sub>					0
23	J. BUTTON	NC	NC	NC	NC	NC	NC	NC	NC	NC	NC	NC	NC	NC	NC	NC	NC					0
24	P. DI RESTA	NC	NC	NC	NC	NC	NC	NC	NC	NC	NC	NC	NC	NC	NC	NC	NC					0

## CONSTRUCTORS' CHAMPIONSHIP STANDINGS

[illegible]

# FORMULA ONE TIMETABLE & FIA MEDIA SCHEDULE

## THURSDAY

**Press conference** 1100

## FRIDAY

**Practice session 1** 1000-1130

**Practice session 2** 1400-1530

**Press conference** 1600

## SATURDAY

**Practice session 3** 1100-1200

**Qualifying** 1600-1700

Followed by unilateral and press conference

## SUNDAY

**Drivers' Parade** 1230

**Race** 1400

Followed by podium interviews and press conference

## ADDITIONAL MEDIA OPPORTUNITIES

### QUALIFYING

All drivers eliminated in Q1 or Q2 will be available for media interviews immediately after the end of each session, as will drivers who participated in Q3, but who are not required for the post-qualifying press conference. The TV Pen is located in front of the entrance to the media centre.

### RACE

Any driver retiring before the end of the race will be made available at the TV pen interview area. In addition, during the race every team will make available at least one senior spokesperson for interview by officially accredited TV crews. A list of those nominated will be made available in the media centre.

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## FIA COMMUNICATIONS DEPARTMENT

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